



U.S. Department of Energy
Energy Efficiency
and Renewable Energy



National Transportation Idle Free Corridors New York City Workshop

Clean Cities Program

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U.S. Department of Energy

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Clean Cities

A voluntary, locally based government/industry partnership

- **Established in response to the Energy Policy Act (EPAct) of 1992, which mandates DOE to expand transportation R&D and create programs that will increase the use of alternative fuels in place of gasoline and diesel fuel**
- **Provide a framework for businesses and governments to work together as a coalition to build on local existing alternative fuel markets**
- **Coordinate the activities of AFV proponents, develop partnerships, investigate opportunities for joint projects, leverage resources, and collaborate on public policy**



Clean Cities Facts

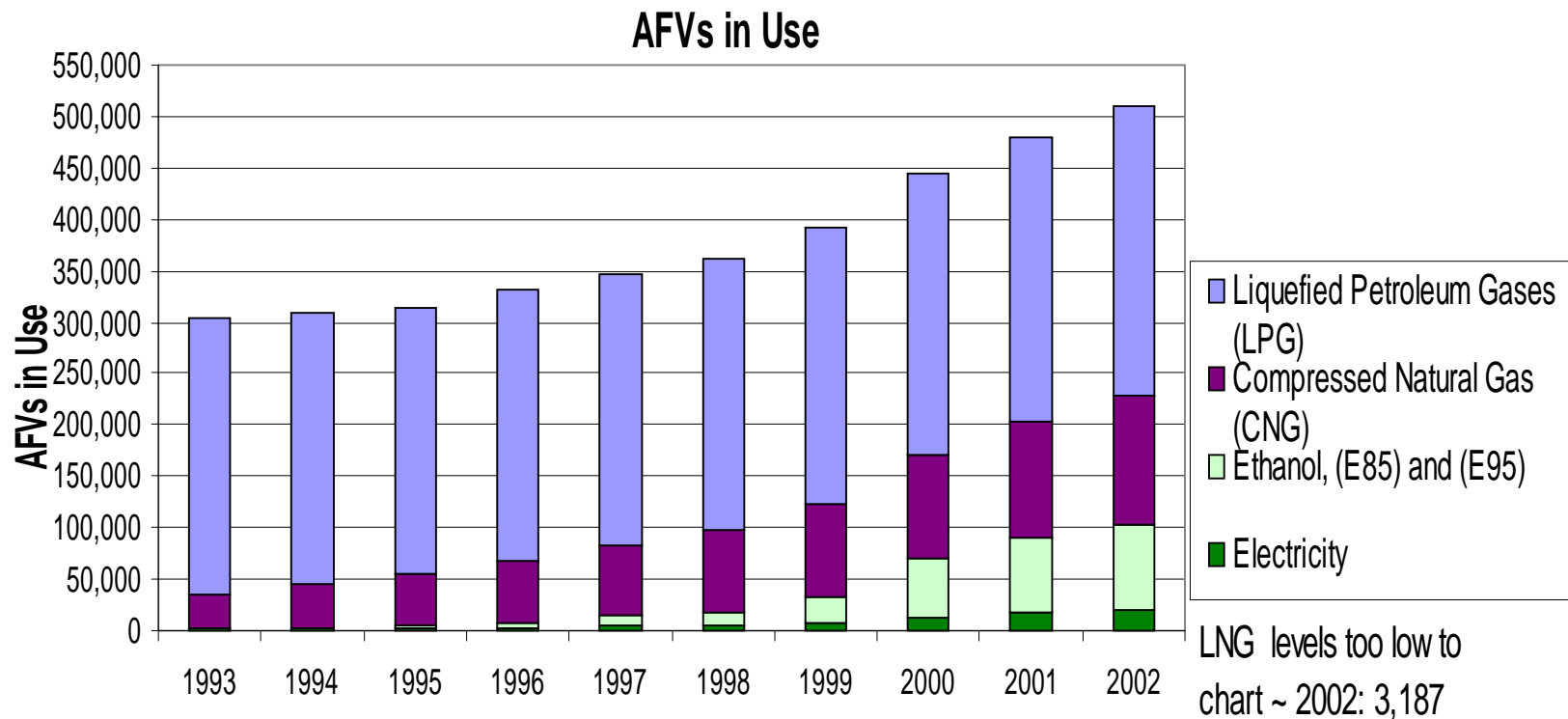
- Currently more than 80 active coalitions covering 60% of the population
- Approximately 4,800 Stakeholders
- 181M gallons of petroleum displaced annually
- 32,000 metric tons of emissions reduced annually

Designated Coalitions





Vehicles: 17%/yr. growth in AFVs in coalitions compared to 2%/yr. growth in rest of the country



NOTE: 2,652,592 flex fuel (E85) vehicles in 2000. Chart shows estimated vehicles using E85 fuel.

Source: EIA, Alternatives to Traditional Transportation Fuels 2000



Why Clean Cities Make a Difference

- **Commitment**
- **Information Resources**
 - www.cities.doe.gov
 - Vehicle Buyers Guide
 - Station locator and trip planner
 - Laws & incentives (by State)
 - Fleet Success Stories
 - Technical reports
 - Coalition contact information

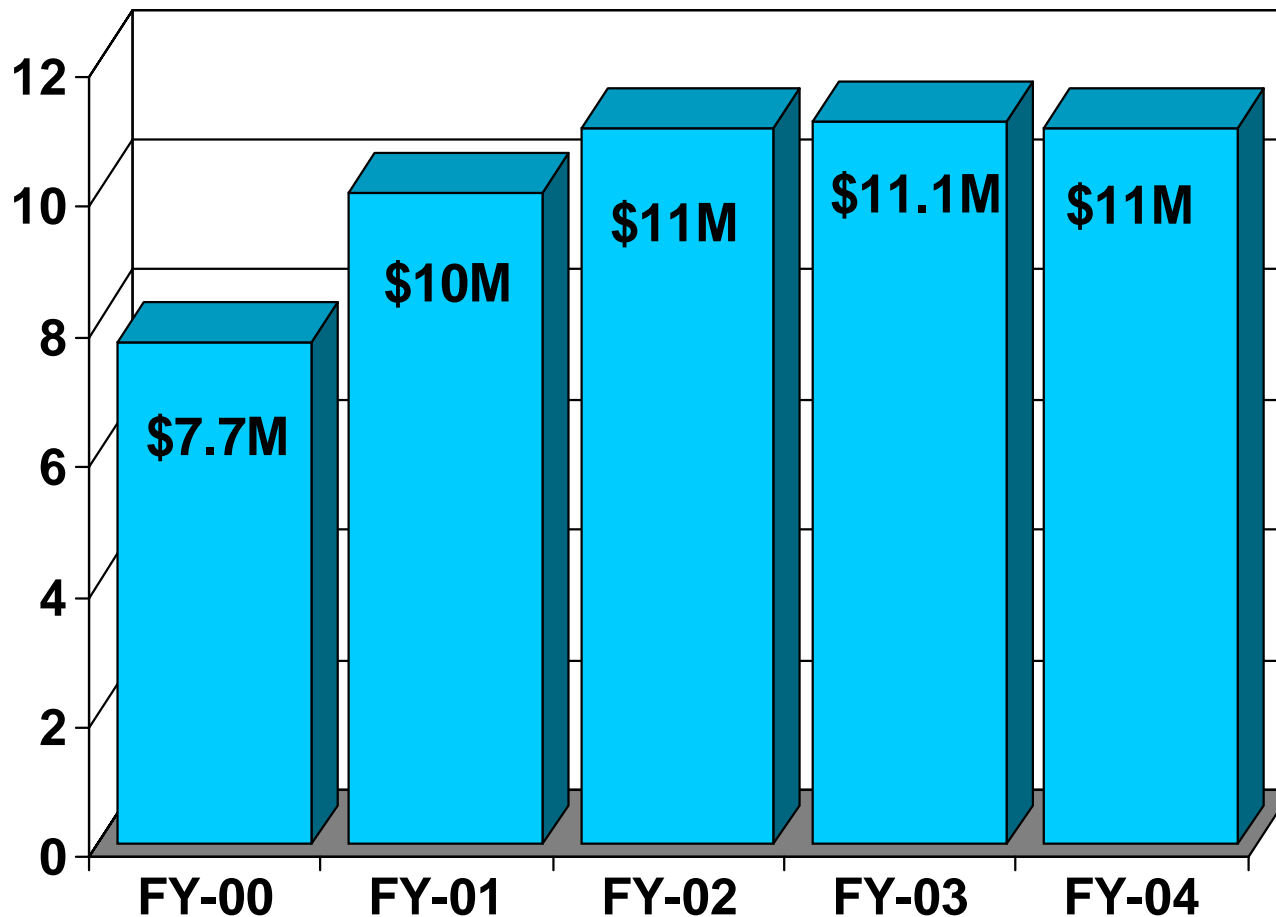


Why Clean Cities Make a Difference

- Training
- Tiger Teams
- Alternative Fuel Grants
- Advancing the Choice Events sponsored by all Coalitions



Clean Cities Budget



*50% of the
Clean Cities
Budget goes
directly to
Coalitions &
Stakeholders*



Clean Cities

Lessons Learned

- Integrated development of fuel infrastructure and vehicle sales for a given application is most effective
- Air quality is a strong driver in non-regulated fleets
- Program must be flexible to allow local solutions
- Human resources represented by 80 coalitions and 4,000 stakeholders is a strong implementation force and constituency



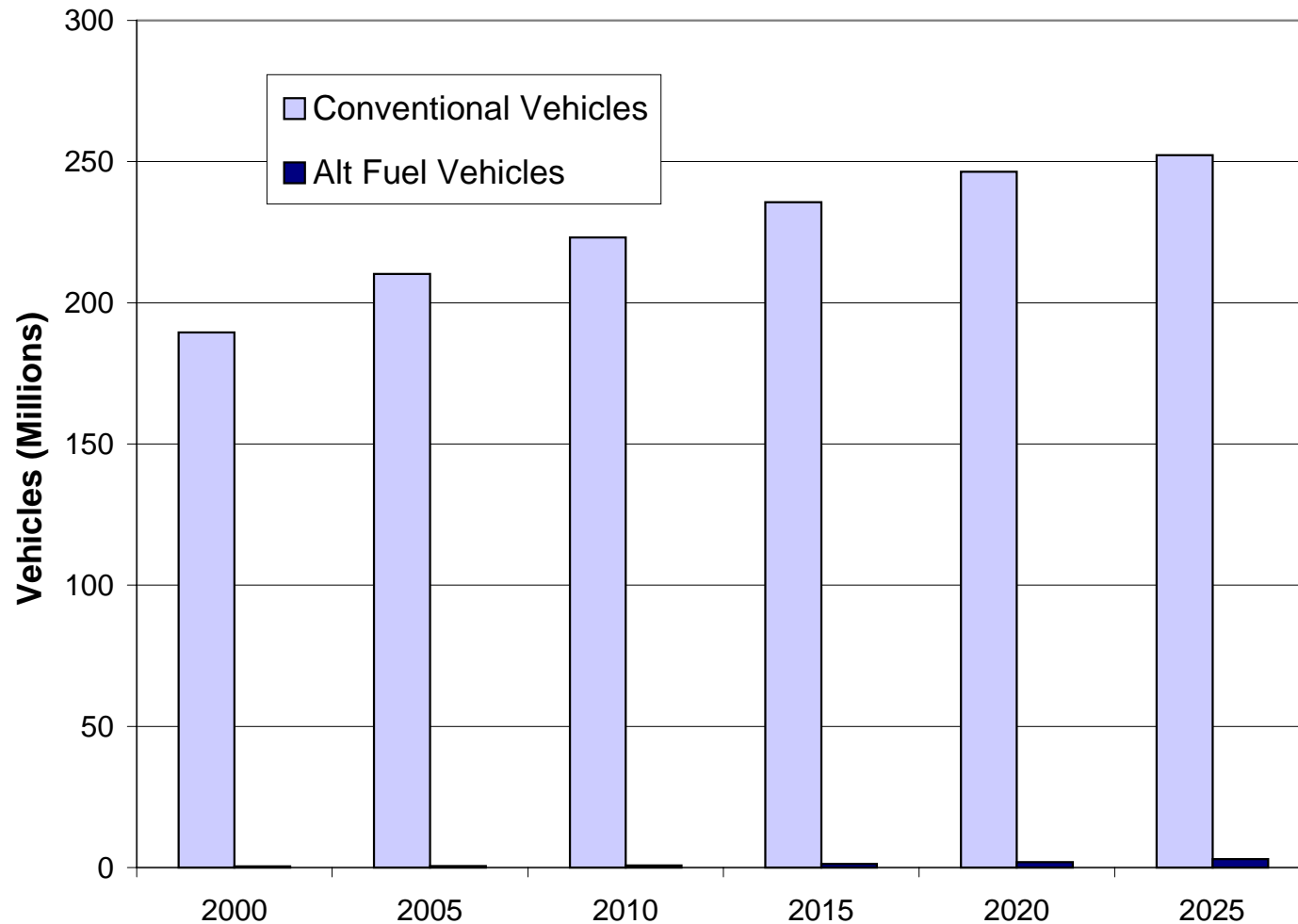
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Lessons Learned

- International markets are important, and even critical, to boost manufacturers' viability
- Bridging the gap between available technologies and demand in market requires technical, financial, and policy assistance
- Legislation and incentives to encourage the use of alternative fuels are essential



Even with growth over the next 20 years, AFVs alone won't have a significant impact on oil consumption





Expanded Portfolio of Technologies

A Technology Neutral Approach

- Encourage use of *Idle Reduction Technologies*
- Expand use of *Blends* (e.g., B20, E10, HCNG)
- Increase use of *Alternative Fuels*
- Accelerate Sales of *Hybrids*
- Promote informed consumer choice on *Fuel Economy*

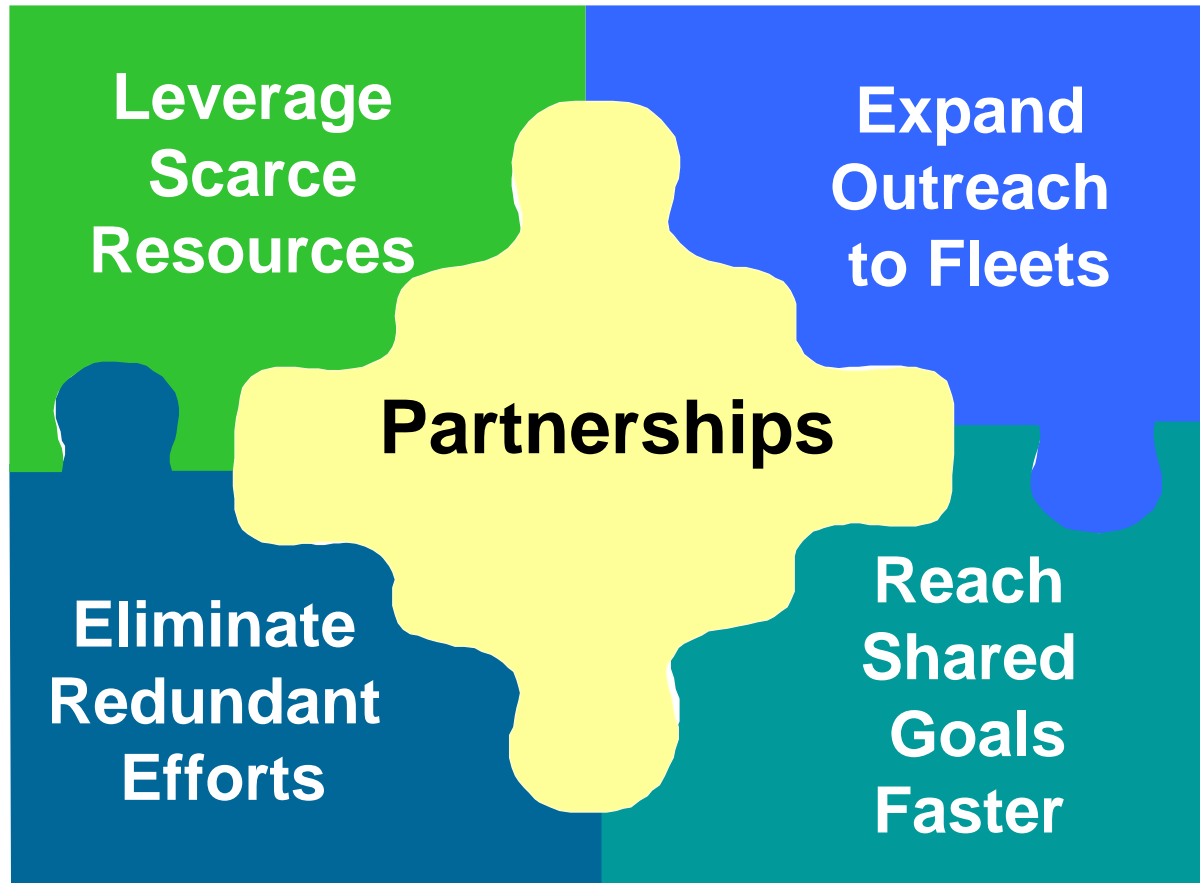


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Making the Whole Greater than the Sum of the Parts

Partnering with EPA and FHWA on Idle Reduction





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SEP Special Projects for FY 2004

- Funding: \$5.0M
- Seven Categories
- Due March 29, March 31, April 2
- Located at <https://e-center.doe.gov/iips>



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Idle Reduction Technologies

- Estimated Funds Available: **\$200,000**
- Estimated Number of Projects: **2**
- Funding Ceilings/Expected Range of Funding:
\$100,000 maximum per project
- Cost Share: **50% non-Federal cost share with 30% of this amount in cash**



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Ferry Demonstration

- Estimated Funds Available: **\$150,000**
- Estimated Number of Projects: **1**
- Funding Ceilings/Expected Range of Funding:
**Approx. \$150,000; maximum per project \$150,000
for the incremental cost of the ferry.**
- Cost Share: **50% non-Federal cost share**



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E-85 Fueling Network

- Estimated Funds Available: **\$1,100,000**
- Estimated Number of Projects: **1**
- Funding Ceilings/Expected Range of Funding:
\$1,100,000
- Cost Share: **None**



Clean Cities Coalition Support

- Estimated Funds Available: **\$600,000**
- Estimated Number of Projects: **30**
- Funding Ceilings/Expected Range of Funding:
Approx. \$600,000; maximum per project \$20,000
- Cost Share: **50% non-Federal cost share with 50% of this amount in cash**



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Refueling Infrastructure

- Estimated Funds Available: **\$1,800,000**
- Estimated Number of Projects: **7-12**
- Funding Ceilings/Expected Range of Funding: **\$150,000 or \$250,000** for “cluster” projects. (a “cluster” project contains a minimum of 3 commercial or “mini-fast-fill” refueling installations in a specific geographical area or 10 or more residential/home refueling devices in the same region)
- Cost Share: **30% non-Federal cost share with 50% of this amount in cash**



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School Buses

- Estimated Funds Available: **\$750,000**
- Estimated Number of Projects: **3-4**
- Funding Ceilings/Expected Range of Funding:
\$200,000 maximum per project
- Cost Share: **20% non-Federal cost share with 20% of this amount in cash**



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Niche Markets

- Estimated Funds Available: **\$1,500,000**
- Estimated Number of Projects: **7-15**
- Funding Ceilings/Expected Range of Funding:
\$100,000 for light-duty alternative fuel vehicles (AFVs), and \$200,000 for medium and heavy-duty alternative fuel vehicles
- Cost Share: **30% non-Federal cost share of the incremental cost of the AFVs**



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Celebrate a Decade of National Clean Cities Conferences



**10th National Clean Cities
Conference and Expo
May 2-5, 2004**



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